

## BY TELEGRAPH.

### FROM THE STATE CAPITAL.

THE DISPATCH OF BUSINESS—THE CASE OF THE PORT ROYAL RAILROAD—BILLS RAISED—FINANCE AT THE LUNATIC ASYLUM.

### SPECIAL TELEGRAM TO THE DAILY NEWS.

COLUMBIA, March 18.—In the Senate, the Appropriation bill was read the second time and ordered to be engrossed.

The bill to facilitate the settlement of the affairs of the Bank of the State was read the third time, passed, and sent to the House. The rest of the day was consumed in discussion on the adoption of the majority report of the Committee on Railroads, recommending the postponement to next session of the bill to lay the majority report on the table, the vote stood: yeas 12, nays 12. So the motion was lost. The question on the adoption of the report comes up again to-morrow.

The following acts were ratified to-day: An act to protect laborers and persons working under contracts on shares of the crops; an act to consolidate the Charlotte and South Carolina Railroad and the Augusta and Columbia Railroad Companies; an act to amend an act to regulate alms-houses; an act to amend the charter of the Sulphuric Acid and Superphosphate Company; an act to establish a Lazaretto and Quarantine Hospital in the harbor of Charleston; an act to incorporate the Longshoremen's Protective Union Association of Charleston; an act to establish a ferry between Hilton Head Island and the mainland; an act to provide for an enumeration of the inhabitants of the State; an act to provide for a uniform and proper promulgation of all legal and public notices; and a joint resolution to provide for the publication of the acts, reports, resolutions and journals of the General Assembly.

In the House, the bill to amend an act to regulate the manner of drawing juries had its title changed to an act and was ordered to be enrolled.

The bill to provide for the care of the poor was passed and sent to the Senate. The bill to determine the value of contracts made in Confederate States notes or their equivalent, also the bill to grant, renew and amend the charters of certain towns, were passed and sent to the Senate.

A fire broke out this evening in the laundry department of the Lunatic Asylum, destroying a two story brick building attached to the main asylum. Considerable consternation prevailed among the inmates; but all are safe. No person was injured.

### WASHINGTON.

THE SOUTHERN ELECTION CASES BEFORE CONGRESS—A GREAT CASE BEFORE THE SUPREME COURT—MOVEMENT OF THE EX-PRESIDENT—CONGRESSIONAL PROCEEDINGS, &c.

WASHINGTON, March 18.—The House Committee on Elections will consider the case of Louisiana to-morrow. Georgia was discussed to-day. The committee asked six to six in regard to Mississippi; the point of difference being whether Grant or the convention shall appoint the provisional Governor.

The Supreme Court will hear the argument of the Missouri test case on Wednesday. Drake will appear for Missouri, and Montgomery Blair and ex-Attorney-General Evans for Frank P. Blair, Jr.

The President has signed the bill strengthening the public credit.

W. M. A. Richardson accepts the position of assistant secretary of the treasury.

There were neither nominations nor an Executive session to-day.

Ex-President Johnson left here to-day, and leaves Lynchburg westward to-morrow.

H. C. Niles has been appointed appointment clerk of the treasury department.

In the Senate, a bill was introduced for constructing a military and postal road from Galveston, Texas, to Fort Gibson, with a branch to Little Rock.

The consideration of the repeal of the Tenth of office bill was resumed. Without action the Senate adjourned.

In the House, the Ways and Means Committee reported a bill amending the Tax bill, and, among other things, extending the time for the withdrawal of whiskey from bond to April, 1870.

Farnsworth reported from the Reconstruction Committee a bill extending the time for the removal of disqualified officers in Virginia, Texas and Mississippi. Butler expressed regret that, as chairman, he was compelled to oppose the bill, but he was not necessary for the extension. Polk, also of the committee, opposed the measure. The House refused the demand for the previous question by a vote of fifty to seventy, and the bill was recommitted.

The Senate bill selling the Chattanooga rolling mill was passed.

The joint resolution restoring Blanton Duncan's property was passed by a vote of eighty-two to seventy-six, when the House adjourned.

GEORGIA REJECTS THE SUFFRAGE AMENDMENT.

ATLANTA, March 18.—On a motion in the Senate to reconsider the adoption of the Fifteenth amendment, the president ruled the motion out of order. An appeal from the decision of the chair was sustained, and the adoption of the Fifteenth amendment was defeated by yeas thirteen, nays sixteen. Both houses at three o'clock agreed to adjourn.

### THE CUBAN REVOLUTION.

SUMMONS OF ENGAGEMENTS—MEXICANS EMPLOYED ON SUBSIDY—A REBEL ENVOY ARRIVES IN NEW YORK.

HAVANA, March 18.—There were many rumors yesterday of important engagements with the troops just sent to Remedios. Two Mexicans have been imprisoned on suspicion of being rebel officers.

New York, March 18.—Senator Morales, fully empowered by President Céspedes to act as minister from the Provisional Government of Cuba, has arrived. He goes to Washington to seek recognition for the revolutionary government.

### SPARKS FROM THE WIRES.

Dr. Mudd arrived at Baltimore yesterday in the steamer Liberty.

Three men in attempting to escape from Sing Sing prison New York yesterday were shot.

Captain Armstrong of the fever ship James Foster, which arrived at New York last Monday, is dead of fever contracted during the voyage.

The steamship Emily, Sander and Monks, of the Charleston line, left at auction in New York yesterday; the former for thirty-five and the latter for thirty thousand dollars.

## NORTH CAROLINA REJECTS THE SUFFRAGE AMENDMENT.

WILMINGTON, March 18.—The Senate to-day, by a strict party vote, rejected the Fifteenth amendment.

### EUROPE.

PETITION FOR RELIGIOUS EQUALITY IN IRELAND AND THE PARDON OF PENANS—A BILL OF EXTRAORDINARY DISCHARGE—THE SPANISH CORTES—DISCHARGE OF CERTAIN FRENCH SOLDIERS AND SAILORS—THE AUSTRIAN REFORMS.

LONDON, March 18.—In the House of Commons, to-day, the Mayor of Dublin appeared at the bar and presented petitions praying for religious equality in Ireland and pardon for all Fenians.

In reply to a question from Torrens, the House was informed by O'Leary, under secretary for the Foreign Department, that the government would soon bring in a bill for establishing a uniform and permanent law of extradition.

TOULON, March 18.—By orders received from Paris, all soldiers and sailors who were recruited in 1862 have been discharged from the military and naval depots.

MADRID, March 18.—Barricades were erected and some fighting done in Andalusia, Xerezis and Murtera. At the latter place two were killed and six wounded.

Minister Sagasta advises the Cortes not to enforce the conscription.

In the Cortes yesterday a motion was made by a Republican that the Cortes take ground in favor of legalizing civil marriages, and several Republicans spoke in favor of it. At the conclusion of the debate it was announced that the government intended to introduce a bill on the subject.

Colombia, a member of the Cortes, was killed to-day in a duel.

VENICE, March 18.—The Reichsrath is strongly in favor of the proposal recently made by the government to subject the Landwehr to the regular military authorities.

### NOTES FROM WASHINGTON.

Drifting—A Fundamental Political Change Approached—Apathy of the People—President Grant no Caesar—His Surrender to the Radicals—A Spice of Malice.

(Correspondence of the Baltimore Gazette.)

WASHINGTON, March 18.—The intimations from this point of a contemplated change in the form of our government are by no means sensational. They are the effect of the universal apathy of the people under the most flagrant usurpations of power. What chance has the Republic, the people of Rome had already become imbecile, luxurious and corrupt. The form of government ceased to be a question in which they felt they had the slightest concern.

The contest was narrowed down to an issue between two rival military chieftains. It is the issue of the military chieftains here of both political parties that we are upon the eve of a fundamental political change.

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## THE PORT ROYAL RAILROAD BILL.

The following sensible report has been made by the Senate Committee on Railroads upon the Port Royal Railroad Bill. We regret that it should have been considered proper to put the Spartanburg and Union Railroad in the same category with the Port Royal Railroad, but the arguments of the committee in favor of the "stop and pay" policy are as unanswerable as they are practical and to the point:

### REPORT.

The Committee on Railroads, to whom was referred a House bill to grant the aid of the State to the Port Royal Railroad Company to the amount of one million and hundred and fifty thousand dollars, have had the same under careful consideration, and beg leave to report:

After mature deliberation, specially considering the financial condition of the State, the committee recommend that further consideration be given to the bill, and that the next regular session of the General Assembly.

In making this recommendation, the committee desire to be distinctly understood that they do not dissent from the merits or merits of the bill, but say that the financial situation of the State is such at this time that it would be madness and folly to extend to this road as is desired by the House bill.

The committee cannot avoid, if they would, the fact that the State has not paid its interest on the public debt for two years, and further, that the State owes a large floating debt which every consideration demands should be adjusted and paid in full by the taxes imposed on the people to be used for the purpose.

While your committee are decidedly of the opinion that the State will be able to meet promptly the interest due upon its obligations, and to discharge its debt, it is not at all certain that this most delicate and important duty can be accomplished if the State, at this time, shall be embarrassed by any considerable increase in the public debt, and the more so, as the private enterprise for which the State credit is demanded. The committee cannot discover why any person or persons should desire the aid of the State with the well known fact stating them in the face, that the State has not in days gone by discharged any of its principal indebtedness, and that its credit is so impaired, which is now in arrears and unpaid. Such assistance is hardly worth the seeking by corporations whose enterprises, at least, could not be carried on without the aid of the State, upon an entire cash capital. The committee believe that this assistance, although possibly demanded, would be alike unwise and unprofitable to the State.

Speculators and parties whose real object might be personal gain and aggrandizement may possibly see how such aid might be used to the injury of the State, and possibly great gain to themselves.

You committee are of opinion that the granting of aid by the State at this time, and under these circumstances, is a most unwise and unsound policy, and they are further satisfied that if they should make such recommendation that it would be viewed by business and the people as an endorsement of the commercial center, in fact throughout the whole North, that a committee to whom the Legislature of this State has entrusted a task of such importance should not be so imprudent as to recommend the aid of the State to a project of this kind, and that the same in doubtful and incompetent hands. The rule should be the political axiom long since announced, "stop and pay policy."

The committee do therefore recommend to the Senate, that they do not pass the bill, and that, if any other similar bill, and do therefore, recommend that the further consideration of this bill, and a similar bill extending the aid of the State to the Port Royal Railroad Company, be postponed to the next regular session. Until the Legislature of this State shall have gained the confidence of the commercial world, under no circumstances should we allow the aid of the State to be used for the purpose of the Port Royal Railroad, and that the same in doubtful and incompetent hands. The rule should be the political axiom long since announced, "stop and pay policy."

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